

## NATIONAL TRANSPORTATION SAFETY BOARD

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In the Matter of:ACCIDENT OF THE LADY D  
ON MARCH 6, 2004  
in Baltimore, Maryland

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Docket No. DCA 04 MM015

Wednesday,  
March 10, 2004

INTERVIEW OF:

JOHN GLENN

PRESENT:

MORGAN J. TURRELL, NTSB  
ED NARIZZANO

1 P R O C E E D I N G S

2

3 MR. TURRELL: Good

4 morning. It is Wednesday, March 10, at 12 noon. We  
5 are on the Coast Guard Cutter, Tammie, interviewing  
6 John Glenn.

7 My name is Morgan Turrell, NTSB, Operations  
8 Group Chairman.

9 To my right is Lieutenant Commander Mark  
10 Hammond, Coast Guard Sector, Baltimore.

11 MR. NARIZZANO: Ed Narizzano, Director of  
12 Seaport Taxi.

13 MR. TURRELL: And sir --

14 MR. GLENN: John Glenn.

15 MR. TURRELL: Go ahead. All right, how do you  
16 spell your name, sir?

17 MR. GLENN: G-L-E-N-N.

18 MR. TURRELL: Okay. Thank you.

19 And sir, how long have you worked for Seaport  
20 Taxi?

21 MR. GLENN: This is the fourth year.

22 MR. TURRELL: And in what capacity do you  
23 work?

24 MR. GLENN: As a captain.

25 MR. TURRELL: Okay. Can you give us an idea of

1 your education and background and prior employment?

2 MR. GLENN: I got an Undergraduate Degree in  
3 1960, Loyola College, Baltimore, Law Degree 1963,  
4 University of Baltimore, attorney, active practice,  
5 1963 through basically '96, I retired.

6 MR. TURRELL: Okay.

7 MR. GLENN: Ninety six through present date,  
8 full time captain.

9 MR. TURRELL: Okay.

10 MR. GLENN: Ninety six through, three years  
11 ago, Harbor Shuttle, the predecessor to Seaport Taxi.

12 MR. TURRELL: Okay.

13 MR. GLENN: Last three-four years, Seaport  
14 Taxi.

15 MR. TURRELL: Okay. And who is your supervisor  
16 there?

17 MR. GLENN: Fleet captain is Ron Silver.

18 MR. TURRELL: Okay.

19 MR. GLENN: Director, Ed Narizzano.

20 MR. TURRELL: Okay. And what kind of law  
21 practice did you practice?

22 MR. GLENN: Maritime.

23 MR. TURRELL: Besides your professional  
24 vocation, what other type of boating experience did you  
25 have prior to working professionally as a boater?

1                   MR. GLENN: Ownership of boats since 1972,  
2 prior to that, from age six, constant boating, born on  
3 the Eastern Shore, which means you either swim a log or  
4 boat.

5                   MR. TURRELL: Okay. So what license do you  
6 hold, sir?

7                   MR. GLENN: Fifty ton master. Initially issued  
8 in 1988, February, fourth renewal, February '02.

9                   MR. TURRELL: Okay. And do you have any other  
10 maritime credentials besides your Coast Guard license?

11                  MR. GLENN: I have been a teacher in Coast  
12 Guard Auxiliary and teacher in power squadron, teacher  
13 in various yacht club courses, all in boat handling,  
14 navigational skills.

15                  MR. TURRELL: Okay. And in the Seaport  
16 organization, of all the captains, how do you rate your  
17 seniority as opposed to others?

18                  MR. GLENN: I assume I am probably senior  
19 captain now.

20                  MR. TURRELL: Okay.

21                  MR. GLENN: I can't think of anyone who has  
22 more tender than me besides Ed here, so, yes.

23                  MR. TURRELL: And sir, also what type of, in  
24 all your teaching, what type of courses did you teach?

25                  MR. GLENN: From basic boating skills all the

1 way through intermediate boat handling, navigational  
2 skills.

3 MR. TURRELL: Okay. How much training in  
4 weather do you personally have and how much weather  
5 training have you given?

6 MR. GLENN: Teaching of weather is going to  
7 take us through the teaching that I have referred to.

8 MR. TURRELL: Okay.

9 MR. GLENN: No formal education in weather  
10 other than just hands on experience.

11 MR. TURRELL: Okay.

12 MR. GLENN: Although, I think I did take a  
13 course in weather with the Bowers Squadron, it was a  
14 Squadron 9 in Dundalk. This would have been awhile  
15 ago, in the --

16 MR. TURRELL: Okay. And Captain, if you would  
17 just take us through what happened on Saturday, March  
18 6, from your experience, what happened just from your  
19 vantage point, take us through with as much detail as  
20 you can.

21 MR. GLENN: Which point?

22 MR. TURRELL: From starting work that day,  
23 what time you started work?

24 MR. GLENN: My schedule was suppose to be 12  
25 noon until 10 p.m. But, the boat I am scheduled to

1 man, had just come back from work being done at the  
2 Yanco Bay. And consequently it was in a pretty messy  
3 condition. So, the office had asked the crew on that  
4 boat to come in at 9:15 that morning to clean up the  
5 boat. So, from 9:15 a.m. until 11:30 hours, we were at  
6 the dock cleaning up the boat. Got it underway on --  
7 hours, and took on fuel, made one trip from the Inner  
8 Harbor to Fells Point and I discovered a problem with  
9 the starboard engine, which turned out after an hour  
10 and a half, hour and a half of diagnoses, to be nothing  
11 more than a dead battery. So, I had to go back to dock  
12 at Center Dock, find a battery, that took us until  
13 approximately two o'clock. So, from 14:00 until the  
14 first perception I had of a problem involving our boat,  
15 I was running regular service from Fells Point, Inner  
16 Harbor and back.

17 MR. TURRELL: Okay.

18 MR. GLENN: Somewhere around, I would say,  
19 probably 15:45 hours, somewhere in that general  
20 neighborhood, I left Harbor Place with about 40  
21 passengers. I am on boat number 10, which is called  
22 Eagle.

23 MR. TURRELL: Okay.

24 MR. GLENN: And when I left Harbor Place, I  
25 would say windage perhaps was anywhere from 10 to 15

1 knots, primarily out of the northwest. And in about a  
2 period of seven minutes, I hit what is called Allied  
3 Chemical Point.

4 MR. TURRELL: Can you point on the chart where  
5 you were?

6 MR. GLENN: Yes.

7 (Pause.)

8 MR. GLENN: Okay. I would say about 10 minutes  
9 to five minutes of 16:00 I boated out of Harbor Place,  
10 40 passengers heading towards Fells Point.

11 MR. TURRELL: Okay.

12 MR. GLENN: And when I hit the, what we call  
13 the Point of Rocks of the old Allied Chemical Plant.

14 MR. TURRELL: Okay.

15 MR. GLENN: I felt vicious stuff coming from  
16 behind me. And I mean really vicious stuff. I saw  
17 all sorts of debris flying across the water. The waves  
18 and swells were going faster than my boat was going. I  
19 was doing between five and a half and six knots.

20 MR. TURRELL: Okay.

21 MR. GLENN: So, I immediately called the fleet  
22 on 71 and told all the boats that were out there to hit  
23 the nearest bulkhead. That would have taken us to  
24 probably a couple of minutes after four o'clock.

25 MR. TURRELL: Okay.

1 MR. GLENN: Let's wait for Ed.

2 MR. TURRELL: Sure, we will stop the --

3 MR. GLENN: Sure.

4 (Off the record.)

5 MR. TURRELL: Okay. We are resumed.

6 Approximately a few minutes pass four, go  
7 ahead.

8 MR. GLENN: Go ahead.

9 MR. GLENN: Yeah. Now, I had given  
10 instructions for all boat to hit the nearest bulkhead,  
11 keep in mind I am nowhere a bulkhead. I am floating  
12 between Harbor Place and Fells Point, so, I had to make  
13 my decision to go forward, to go into Fells Point.  
14 Within a minute of my call for all boats to hit the  
15 bulkhead, Frank Deppner, on the one boat, which had  
16 been servicing Fort McHenry, responded, I said, Frank,  
17 you ought to try to go to Baltimore Marine Center or  
18 Henderson Wharf because he indicated he had already  
19 left the dock at Fort McHenry. He responded saying,  
20 it sounds like a good idea. And that is the last I  
21 heard from Frank.

22 So, I continued on, took me another six  
23 minutes, I pulled into the Fells Point dock. One of  
24 our boats was already there, it was boat number nine,  
25 the Duffy, the captain was Jim Nichols. I called him



1       within two minutes of pulling in Fells Point, said,  
2       Jim, how is the weather there? He said it has died  
3       down, winds are slight coming out of the west, so I  
4       pulled right in next to him, into Fells Point.

5               MR. TURRELL: Okay.

6               MR. GLENN: I was of course interested in what  
7       was going on at Fort McHenry. I called Frank again, no  
8       answer on marine 71, tried him on our UHF radio, no  
9       answer. I had Frank's number in my, cell phone number  
10      on my cell phone, called him, no answer. His mate,  
11      Mike, I had his cell phone number on my cell, no  
12      answer. Just about that same time, Bill Thompson, who  
13      is our Fort dock coordinator, called on the 71 that  
14      there was a problem over toward at Larera(ph) Point,  
15      didn't know what it was, but he said he saw enforcement  
16      boats, he said, law enforcement boats taking off over  
17      there.

18              MR. TURRELL: I am sorry, could you indicate  
19      where that is?

20              MR. GLENN: That is down here. There is a man  
21      made fake lighthouse, it is called Larera Point.

22              MR. TURRELL: Okay. Thank you.

23              MR. GLENN: Having no contact with Frank, I  
24      immediately discharged all my passengers, decided I had  
25      better go out to the Eastern and find out what the

1     problem was.     And just about as I pulled out of Fells  
2     Point, I got a call from Ron Silver, on 71, asking me  
3     to pick him up at the Henderson's Wharf dock, which is  
4     where I am pointing.     So, as I am going from Fells  
5     Point to, heading towards Fort McHenry, Ron was waiting  
6     on the dock at Henderson's, picked him up on the fly  
7     and took off. Onboard were Ron, myself and the mate, I  
8     had had all day, John T.

9             MR. NARIZZANO: Tackus.

10            MR. GLENN: Tackus.

11            MR. TURRELL: I am sorry, who your mate?

12            MR. GLENN: John Tackus.

13            MR. TURRELL: Okay.

14            MR. GLENN: I can't spell it.

15            MR. TURRELL: Okay. That is fine.

16            Okay. Go ahead.

17            MR. GLENN: We got out to and seeing the first  
18     things as we passed Henderson's, were to see the Naval  
19     Reserve boat and several police boats, at least one  
20     Coast Guard Zodiac, and another private boat out there.

21     And I had binoculars onboard, so I stationed the mate  
22     on the bell, after he had put on a PFD, asked him to  
23     sweep as best he could to the surface, because, of  
24     course, at that time we didn't know whether anyone had  
25     been rescued or whatever.     As we got closer to the

1 Fort, we saw that the Naval Reserve boat already had  
2 people onboard.

3 MR. TURRELL: Okay. Can you indicate on the  
4 chart where you first saw the U.S. Navy Reserve boat?  
5 Where do you think they were?

6 MR. GLENN: Probably at a point between Fort  
7 McHenry and the Quinton Street docks. I will put my  
8 finger on it, within the East Turning channel. Which  
9 clearly indicates that the debris field, everything had  
10 been swept south and east from where they were, from  
11 where the flip was.

12 MR. TURRELL: Okay.

13 MR. GLENN: So, for the next two hours, I zeed  
14 back and forth from a point, oh, probably a nautical  
15 mile south and east of Fort McHenry, right, all the way  
16 back to the Quinton Street docks, making a Z function  
17 back and forth looking for survivors. Having found  
18 none, then on our last trip back toward the north and  
19 left, and since it was starting to get dark, we picked  
20 up PFDs all the way back on the last, because we didn't  
21 want the Coast Guard or anyone who was entering the  
22 system, to confuse PFDs floating around from bodies. I  
23 don't know how many we retrieved, but, you eventually  
24 saw them.

25 MR. TURRELL: Yes.

1                   MR. NARIZZANO: Collectively there was  
2                   probably between kids and adults, I would say total of  
3                   19. It was quite a few that are in the hospital.

4                   MR. GLENN: Yes.

5                   MR. TURRELL: What is the furthest point south  
6                   that you operated your boat that day?

7                   MR. GLENN: I would say one mile south and  
8                   east of the Fort McHenry light, which is -- Point.  
9                   That is the -- three. Green. So, probably at a point,  
10                  I would say we are on, placing at three.

11                  MR. TURRELL: Okay.

12                  MR. GLENN: We didn't get as far as the Key  
13                  Bridge because there was no debris that had reached any  
14                  of that.

15                  MR. TURRELL: This buoy that is red and green?

16                  MR. GLENN: No, the Fort McHenry light is  
17                  here. Oh, no, this is the Fort McHenry light here.  
18                  This is the channel light. It says right there, Fort  
19                  McHenry angle, yes, we probably got them all down from  
20                  that --

21                  MR. TURRELL: Okay.

22                  Is that number 16?

23                  MR. GLENN: Yes, Grid 16.

24                  MR. TURRELL: Okay. And so you searched until  
25                  dark.

1                   MR. GLENN: Yes. On my last trip back, I had  
2                   the lights on.

3                   MR. TURRELL: Okay. And so on the boat you  
4                   had your mate, John Tackus, and Ron Silver, is that  
5                   correct?

6                   MR. GLENN: That is correct.

7                   MR. TURRELL: And at what point did you stop  
8                   searching?

9                   MR. GLENN: Well, prior to stopping searching,  
10                  somewhere in the neck of, I would say 17:00, the Coast  
11                  Guard Zodiac pulled up, asked aboard and a petty  
12                  officer, whose name I didn't get, Ron can't recall what  
13                  his name is, he boarded. The only question he wanted  
14                  to know was, what was the extra internal configuration  
15                  of the boat, boat number one, relative to the boat I  
16                  was operating, which is much larger than boat one. So,  
17                  Ron gave him that information, then Ron specifically  
18                  asked him if all passengers had been counted for. And  
19                  that petty officer indicated yes. So, we felt that a  
20                  degree of comfort of that point that all we were doing  
21                  was just making that last sweep. So, I took off from,  
22                  and that encounter, would have been just about at a  
23                  point between the Quinton Street docks and Fort  
24                  McHenry. So, I made my last sweep down, southeast,  
25                  just make one final check because it was still light at

1       that point. And that ended our search at that point.

2               MR. TURRELL: Okay.

3               MR. GLENN: I then came back towards our own  
4       dock at Center Dock. Dropped off Ron Silver, dropped  
5       off the PFDs, and the captain's Coast Guard box at the  
6       dock and then went in surface, which would have been  
7       ball park 18:00 until 22:00.

8               MR. TURRELL: Okay. And what did you do then?

9               MR. GLENN: Had a long cocktail. Then I hit  
10      the sack.

11              MR. TURRELL: All right, because you were  
12      involved in, either -- in a marine accident, I would  
13      like ask you a few questions about, the NTSB is  
14      interested in doing a long term look at crew fatigue  
15      and human factors. Can you tell me what you were doing  
16      in the days prior to, three days prior to Saturday,  
17      just what your work schedule, what time you normally go  
18      to bed and wake up.

19              MR. GLENN: Well, we are on off season hours  
20      now.

21              MR. TURRELL: Okay.

22              MR. GLENN: So, the direct response in terms  
23      of work schedule, my Friday work schedule was then 12  
24      noon to 10 p.m. The same as what my Saturday schedule  
25      was.

1 MR. TURRELL: Okay. And Thursday?

2 MR. GLENN: No. I was off Monday through and  
3 including Thursday.

4 MR. TURRELL: Okay. And normally on Monday  
5 through Thursday, your days off, what type of, what  
6 time do you wake up, what time do you go to bed?

7 MR. GLENN: Depending on if I want to go down  
8 to the waterfront. I try to get down there once or  
9 twice a week, just to fool around. I am an automatic  
10 6:00 a.m. riser with out without an alarm clock.

11 MR. TURRELL: Okay.

12 MR. GLENN: And I generally get to be between  
13 nine and eleven.

14 MR. TURRELL: Okay. So, normally you wake up  
15 every morning at six and you go to bed between nine and  
16 eleven.

17 MR. GLENN: Yes.

18 MR. TURRELL: And that is Thursday, and then  
19 Friday you woke up at six and you went to work at noon  
20 until 10:00 p.m. and Friday what time do you think you  
21 may have went to bed, 11 or so?

22 MR. GLENN: Probably 11, because I didn't get  
23 off until 10. I got something to eat, and go to bed  
24 right away.

25 MR. TURRELL: Do you take any prescription

1 medications?

2 MR. GLENN: None.

3 MR. TURRELL: And your eyesight, you have  
4 perfect eyesight.

5 MR. GLENN: Yes. As far as I know.

6 MR. TURRELL: Okay. Fine. And does the  
7 company have any work hour restrictions?

8 MR. GLENN: Oh, yeah. I think it for all  
9 employees, work 12 hour shifts, but for captains, I  
10 know it a 12 hour block.

11 MR. TURRELL: Okay. I would like to get a  
12 better feel for your perception of the weather. Can  
13 you give me a more detailed description of the weather  
14 conditions you perceived just before you gave the  
15 instruction to tie up the boats.

16 MR. GLENN: Well, as early as when I went on  
17 line, 11:30, I perceived that there was windage coming  
18 out of the predominantly west, somewhat northwest. And  
19 I carry hand held marine radio and my boat has an  
20 AM/FM, so routinely every time I come into a dock, if I  
21 perceive a weather situation of any sort, I will  
22 alternatively tune in AM weather for what I consider to  
23 be a better diagnosis of weather. And I will go to  
24 Channel 2 weather. And I felt the weather behind us to  
25 be the extent 10-15 knots. The sky was darken and



1       darkening over the northwest and southwest. So,  
2       consequently, my interest was peaked and that is why I  
3       alternatively go from AM to Marine Channel 2. I heard  
4       nothing on either radio that spiked my interest any  
5       higher than just to make sure it was not -- The first  
6       time, is what I described, after I left Harbor Place  
7       shortly before four o'clock.

8               MR. TURRELL: Okay. Did you see any lighting?

9               MR. GLENN: No, I heard one thunder roar  
10       behind me just about the time that I hit the Point of  
11       Rocks.

12              MR. TURRELL: Before you gave the warning on  
13       the radio.

14              MR. GLENN: Within 15 seconds after that I  
15       gave the warning, if that long, probably it would be  
16       closer to five seconds. Because my spontaneous  
17       reaction is any time I heard thunder and/or lighting,  
18       see lighting, that is time to pull the plug.

19              MR. TURRELL: Okay. And can you perhaps  
20       describe the announcement you made on the radio in as  
21       much detail as possible, what you said that day?

22              MR. GLENN: I wish my language was cleaner,  
23       but it wasn't. That said, get the hell to the  
24       bulkhead.

25              MR. TURRELL: Okay. And when you made that

1 announcement, how many other boats were in total were  
2 operating? How many captains were out there operating  
3 boats at that moment?

4 MR. GLENN: Well, Frank Deppner on one, Lady  
5 D.

6 MR. TURRELL: Okay.

7 MR. GLENN: Number nine, Duffy, Jim Nichols.  
8 Number 10, myself, Eagle.

9 MR. TURRELL: Okay.

10 MR. GLENN: Number 11, Dick, the name of that  
11 boat is Phoenix. I do not know Dick's last name.

12 MR. NARIZZANO: Hein.

13 MR. TURRELL: I am sorry?

14 MR. NARIZZANO: Hein. H-E-I-N, I believe.

15 MR. TURRELL: Okay. Thanks.

16 MR. GLENN: And number eight, Migimi,  
17 M-I-G-I-M-I.

18 MR. TURRELL: Okay.

19 MR. GLENN: George, Bliss, B-L-I-S-S.

20 MR. TURRELL: Okay. Now when, have you given  
21 announcements to weather before?

22 MR. GLENN: Oh, yeah.

23 MR. TURRELL: Okay. Normally what happens  
24 when you give an announcement, do the captains respond  
25 or --

1                   MR. GLENN: Yes. The only response I recall  
2                   on Saturday was from Frank.

3                   MR. TURRELL: Okay.

4                   MR. GLENN: I don't mean to intonate that the  
5                   other guys didn't respond, just only one in my mind  
6                   now was Frank.

7                   MR. TURRELL: In as much detail as you can  
8                   provide, tell me what Frank said.

9                   MR. GLENN: Copy, John, to which I replied,  
10                  have you left the Fort dock, and heard, yes, I have.  
11                  To which I replied, might be best to head for the docks  
12                  at the MC or Henderson's Wharf, to which he replied,  
13                  sounds like an excellent idea. And that is the last I  
14                  heard from Frank.

15                  MR. TURRELL: Okay.

16                  MR. GLENN: So assuming that colloquy took one  
17                  minute, I would have been five minutes from Fells  
18                  Point.

19                  MR. TURRELL: Okay. Does the company have any  
20                  policy, we understand that you as the senior captain on  
21                  the water would make this call, to your knowledge has  
22                  Frank ever made a similar call to other captains?

23                  MR. GLENN: I haven't a recall to answer that.

24                  MR. TURRELL: Have you ever heard George Bliss  
25                  make an announcement?

1                   MR. GLENN: I am still working on your first  
2 question.

3                   MR. TURRELL: Okay. Sorry.

4                   (Pause.)

5                   MR. GLENN: I have never heard Frank give a  
6 directive, if that is the implication of your question.  
7 That is telling somebody else to go into a dock.

8                   MR. TURRELL: Okay.

9                   MR. GLENN: But, I can visualize Frank having  
10 said I am going to pull into a dock without even  
11 someone telling him to. Yes. That is the best I can  
12 answer that. I wish I could help you better, but, I  
13 can't.

14                  MR. TURRELL: Okay. What about the others, Jim  
15 Nichols, or George Bliss, Dick Hein?

16                  MR. GLENN: I have no recall of ever having  
17 heard the three of them give a direction. I can  
18 visualize all three of them saying, I am going to pull  
19 into a dock.

20                  MR. TURRELL: Okay. What is your understanding  
21 of the company policy regarding operation in weather  
22 conditions that might curtail your operation?

23                  MR. GLENN: Do you mean what is the objective  
24 standard or do you mean --

25                  MR. TURRELL: Well, what standard has been

1 related to you as to when the boats should not operate?

2 MR. GLENN: Whenever conditions of weather are  
3 such as to cause any potential chance of passenger  
4 problems and/or boat problems, pull the plug.

5 MR. TURRELL: Okay. And they give you, the on  
6 scene captains that discretion?

7 MR. GLENN: I can't tell you that. That is  
8 company policy. All I do know is, is that if Ed is out  
9 there operating a boat, he is going to call the shots.  
10 If Ron is out there, he is going to call the shots.  
11 If I am out there, I am going to call the shot. And I  
12 doubt if there is a time that one of the three of us  
13 aren't out there.

14 MR. TURRELL: Okay.

15 MR. GLENN: Yes.

16 MR. TURRELL: Do passengers, how many problems  
17 do you have with passengers being seasick?

18 MR. GLENN: I have never had any.

19 MR. TURRELL: Okay.

20 MR. GLENN: I mean, they could have gotten  
21 sick, but they didn't tell me.

22 MR. TURRELL: Right. Okay.

23 MR. GLENN: Sure.

24 MR. TURRELL: I will let Commander Hammond ask  
25 some questions.

1 MR. GLENN: Sure.

2 LIEUTENANT COMMANDER HAMMOND: During the  
3 course of operations, do you monitor the movements of  
4 other vessels in terms of radio transmissions?

5 MR. GLENN: I try to, yes.

6 LIEUTENANT COMMANDER HAMMOND: Is it  
7 understood that they are reporting that information to  
8 you or is it just a blanket broadcast to ensure all the  
9 other vessels know?

10 MR. GLENN: Either way, from my standpoint of  
11 listening, I catch it both ways. That it is directed  
12 to me and/or into our boat communication.

13 LIEUTENANT COMMANDER HAMMOND: Okay. Do you  
14 remember hearing Frank report that he had been  
15 departing from Fort McHenry prior to the storm coming  
16 in?

17 MR. GLENN: No, he answered that to me. I  
18 don't recall him having said it before I asked him if  
19 he had already left the Fort.

20 LIEUTENANT COMMANDER HAMMOND: Okay.

21 MR. GLENN: Yes. That is not unusual that one  
22 boat might not hear communication from another, either  
23 from the standpoint of being stepped on.

24 LIEUTENANT COMMANDER HAMMOND: Right.

25 MR. GLENN: And/or some time reception is

1        fouled up terribly.

2                    LIEUTENANT COMMANDER HAMMOND: When he  
3        indicated he had already left the dock, the Fort dock,  
4        did he indicate how long?

5                    MR. GLENN: No, no. All I was interested in  
6        suggesting to him which way he should go.

7                    LIEUTENANT COMMANDER HAMMOND: Okay.

8                    MR. GLENN: Yes.

9                    LIEUTENANT COMMANDER HAMMOND: How about a  
10       position, did he give you a position where he was?

11                   MR. GLENN: No, no.

12                   LIEUTENANT COMMANDER HAMMOND: And at the time  
13       you had that conversation with Frank, how would you  
14       describe the weather conditions at your location?

15                   MR. GLENN: Horrible. And somewhere in there,  
16       I said to Frank, this stuff is going to hit you  
17       shortly. Because it was clearly rolling from west to  
18       east.

19                   LIEUTENANT COMMANDER HAMMOND: Right. How  
20       long would you estimate you had been in those horrible  
21       conditions until the time you had contact with Frank?

22                   MR. GLENN: Less than one minute.

23                   LIEUTENANT COMMANDER HAMMOND: Less than one  
24       minute, okay.

25                   Can you describe the wind conditions, was it

1       just a forcible wind in one direction, was there any  
2       swirling activity? You had mentioned earlier you saw  
3       some debris and you could tell it might --

4               MR. GLENN: It was a combination, the  
5       predominant wind direction was toward my stern, which  
6       would have been direct from the west, but there were  
7       some degree of swirling coming from the southwest going  
8       northeast. Because the debris I saw, I saw flying  
9       across the water, had to come from land and it is my  
10      best estimate it call all came from the construction  
11      over on Federal Hill.

12             LIEUTENANT COMMANDER HAMMOND: Okay.

13             MR. GLENN: Which would have been as I am  
14      pointing up in here. There is a ton of construction  
15      going on over there, just directly north of Harbor  
16      View.

17             LIEUTENANT COMMANDER HAMMOND: And your  
18      position again at that time was right off of here?

19             MR. GLENN: Yes. Mid stream between Allied  
20      Chemical, and the southeast point, which would be  
21      Harbor View Tower, right there.

22             LIEUTENANT COMMANDER HAMMOND: Okay. How did  
23      the wind affect your vessel?

24             MR. GLENN: Not much because I was privileged  
25      to have it right on my stern. It didn't, at best it



1 pushed me from stern forward. But, the boat I have  
2 also, keep in mind, it has got two engines and it has  
3 got the largest engines in the fleet. It has got two  
4 115 horsepower engines.

5 LIEUTENANT COMMANDER HAMMOND: You talk about  
6 the company policy as far as going to the bulkhead  
7 during bad weather, when you make that call, do you  
8 have to call back to the office and get permission to  
9 say I am recommending they go to the bulkhead or do you  
10 make that call on your own?

11 MR. GLENN: I do it myself. Somewhere in the  
12 course of things, Gentlemen, after I made that call, I  
13 recall Kathy Nichols coming on the radio and this would  
14 have been within one minute of after I made the call.  
15 Saying something about "as John said to hit the  
16 bulkheads."

17 LIEUTENANT COMMANDER HAMMOND: Do you remember  
18 any transmissions from Kathy prior to you making your  
19 transmission?

20 MR. GLENN: No.

21 LIEUTENANT COMMANDER HAMMOND: Do you remember  
22 Kathy making any transmissions at any time during the  
23 day regarding weather?

24 MR. GLENN: Now that you are saying, something  
25 comes to my recollection. I think I heard her saying

1 something about having looked at the screen and seeing  
2 yellow. By nature of things that call must have been  
3 before I made the call to hit the bulkhead. But, this  
4 is just a vague recall. I can't pin that down on time.

5 LIEUTENANT COMMANDER HAMMOND: Okay. Can you  
6 estimate the amount of time it took, from the time you  
7 dropped your passengers off at Fells Point, preceded  
8 out, picked up Ron, and then got on scene?

9 MR. GLENN: Nice wind, probably no more than  
10 10 to 12 minutes.

11 LIEUTENANT COMMANDER HAMMOND: You said at  
12 that point, by the time you and Ron got out there, the  
13 Navy vessel already had some passengers onboard.

14 MR. GLENN: Well, I can't tell you when they  
15 started getting them, but, we first saw the Naval  
16 Reserve boat, as we passed the end of Henderson's  
17 Wharf, heading southeast, and even that early I had  
18 the, I had the binoculars on, because we wanted to make  
19 sure where we were going and that we didn't run over  
20 somebody. So, John T. told us where the accumulation  
21 of boats were, and we headed directly southeast with  
22 that. Probably, within 200 yards of finding the Naval  
23 Reserve boat, is when I first saw people were already  
24 on the boat.

25 LIEUTENANT COMMANDER HAMMOND: Okay. And the

1 location of that boat, the first time you came up and  
2 saw the Lady D, can you point on the chart again where  
3 that was?

4 MR. GLENN: Well, maybe the D at that point  
5 was already strapped to the side of the Naval Reserve  
6 boat. And that would have been someplace mid stream  
7 between Fort McHenry and the Quinton Street piers.

8 LIEUTENANT COMMANDER HAMMOND: Okay. Was it  
9 more toward the Fort McHenry side of the east channel?

10 MR. GLENN: No, it was closer to the Quinton  
11 Street.

12 LIEUTENANT COMMANDER HAMMOND: Closer to  
13 Quinton Street side, okay.

14 And how would you describe the debris field,  
15 other than life jackets, what else were you observing?

16 MR. GLENN: Then nothing. Once we started  
17 doing Z patterns, is when I first then observed some  
18 other debris which consisted of some of the  
19 disassembled seats, the captain Coast Guard box. I can  
20 visualize seeing at least one piece of side skin from  
21 the boat. That is about the debris I saw, yeah.

22 LIEUTENANT COMMANDER HAMMOND: Can you recall  
23 from your recollection what, where that piece of skin  
24 may have come from on the boat?

25 MR. GLENN: Well, it would have to have been

1 the side. Because it carried the beige paint and the  
2 top of that boat wasn't painted beige, so, it had to be  
3 from the side. But, I can't tell you where I saw in  
4 relationship to any fixed point because at that point I  
5 am doing a bunch of Zs.

6 LIEUTENANT COMMANDER HAMMOND: Right. It was  
7 definitely a beige --

8 MR. GLENN: Yeah, and it wasn't terribly  
9 large. It probably was no more than, oh, three by four  
10 foot.

11 LIEUTENANT COMMANDER HAMMOND: Okay. I think  
12 that is all I have.

13 MR. TURRELL: Ed?

14 (Pause.)

15 MR. NARIZZANO: Just one question. You talked  
16 about, a little bit about has Frank ever pulled boats  
17 out to stand down because of weather and do you  
18 remember him saying is going, he is going to secure  
19 because of the conditions. Has he ever indicated that  
20 the weather was getting to the point in that route that  
21 he was going to be asked to be brought back in, you  
22 know, to swap boats for something larger? Not during  
23 that particular day.

24 MR. GLENN: Not that day, but on other  
25 occasions, because of a number of passengers as opposed

1 to weather conditions. By my communication pretty  
2 constantly with Frank, I would find it appropriate to  
3 switch positions with Frank where I would go out there  
4 and do the Fort run on the larger boat and tell him to  
5 go inside, the inside run, indeed that happened the  
6 previous weekend on both Saturday and Sunday. But, on  
7 neither occasion the prior weekend, was it because of  
8 weather. It was strictly because of passenger, number  
9 of passengers.

10 MR. NARIZZANO: Has not, I mean, over the  
11 course of more than just the past few months, has there  
12 been situations where weather conditions --

13 MR. GLENN: Yes. I recall at least once, if  
14 not, at least once since the turn of the year where  
15 Frank voiced that he felt a little bit uncomfortable  
16 out there, and asked that I take over the run. And I  
17 am going to at this point tell you that that has been  
18 no more than once since January 1 of this year.

19 MR. NARIZZANO: That is all I have. Thanks.

20 MR. TURRELL: Just one last question here,  
21 John. Thanks for your patience.

22 When was the last time you had the  
23 opportunity to operate the Lady D?

24 MR. GLENN: I would say probably Spring of  
25 2002. That is not to say that there have been

1 occasions when I have had to operate the Lady D not for  
2 purposes of passenger carrying, but to pivot around the  
3 docks. I seem to recall late last summer, one time  
4 both the Eagle and Phoenix, which are the two boats I  
5 usually run, I was on the number one boat for maybe in  
6 the power.

7 MR. TURRELL: Okay.

8 MR. GLENN: Carrying passengers.

9 MR. TURRELL: And from your experience with  
10 the Lady D, what precautions do you normally take on  
11 that boat as opposed to the Eagle?

12 MR. GLENN: Well, of course, your perception  
13 of negotiating and navigating are totally different  
14 skill facts on the two different boats because your  
15 single versus twin.

16 MR. TURRELL: Right.

17 MR. GLENN: So, you have absolutely no  
18 steering capability by use of transmissions on a single  
19 screw as you do the twin screw.

20 MR. TURRELL: Right.

21 MR. GLENN: And you just take that into  
22 consideration and the adapter weighs differently in  
23 handling.

24 MR. TURRELL: And did you ever have an  
25 opportunity to observe Captain Deppner's skill in

1 handling the Lady D in particular?

2 MR. GLENN: Yeah, many, many times. Yes.

3 MR. TURRELL: Were you part of the training at  
4 all?

5 MR. GLENN: Yes. Not his initial training,  
6 but on several occasions, company asked that I take  
7 Frank out for training on the larger boats. And I  
8 visualize taking him out on what is boat number five,  
9 which is the 41 passenger single screw. Took him out  
10 on that several times before management decided he was  
11 thoroughly capable to operate that boat. I visualize  
12 once, maybe twice taking him out on the Eagle and/or  
13 Phoenix, and we were getting into good weather season,  
14 so he stayed on the one, two, four or five boats  
15 because we already had sufficient captains for the  
16 larger boats.

17 MR. TURRELL: Okay. Do you, to your knowledge,  
18 was there any problems, mechanically, with the Lady D  
19 this year?

20 MR. GLENN: None whatsoever, that came to my  
21 attention.

22 MR. TURRELL: Okay. And how involved are you  
23 in the reporting of feedback to the office about  
24 mechanical condition of your boat, how do you report  
25 deficiencies or malfunctions to your, to Ed or to Ron?

1                   MR. GLENN: On the captain's sheet, there is  
2                   space for, again, any problems, that may occur for  
3                   recommendations for fix ups.

4                   MR. TURRELL: Okay.

5                   MR. GLENN: Verbally, I am pretty well in  
6                   touch constantly with both Ed and Ron, as a vehicle for  
7                   recommendations as to boats other than the one I am  
8                   operating.

9                   MR. TURRELL: Okay. And one last question.  
10                  Can you describe any training programs that the company  
11                  has, to your knowledge, training?

12                  MR. GLENN: Well, full specter relating to  
13                  dealing with the public all the way down to dealing  
14                  with the boats. I assume you are not interested in  
15                  formal.

16                  MR. TURRELL: Would you characterize the  
17                  training as formal as written or more verbalized  
18                  sessions?

19                  MR. GLENN: I am not privy to any written  
20                  material.

21                  MR. TURRELL: Okay.

22                  MR. GLENN: That the company gives to captains  
23                  and/or mates. Because I have been around so damn long,  
24                  they don't share those things with me.

25                  MR. TURRELL: Okay.



1           MR. GLENN: But, I can observe both having  
2       been participant in and hearing that it is a pretty  
3       rigorous verbal training experience both primarily as  
4       to captains and secondly as to mates, as to boat  
5       operations, mates and that sort.

6           MR. TURRELL: And do you have any standard  
7       operating procedures, any written formal guidelines  
8       discussing company procedures or policies on weather  
9       operations, mechanical, reporting casualties or any  
10      formalized written directives?

11          MR. GLENN: Yeah, last year sometime an  
12      accident reporting procedure paper of some sort was  
13      placed on each of the boats, so on and forth. Other  
14      than that, I can't tell you of any written directive.  
15      But, verbal direction is that if there is ever an  
16      incident report it immediately.

17          MR. TURRELL: I have no more questions.

18          LIEUTENANT COMMANDER HAMMOND: One last follow  
19      up. During your time with Harbor Shuttle and now  
20      Seaport Taxi, were you aware of any captains making any  
21      complaints about the operating or handling  
22      characteristics of the Lady D?

23          MR. GLENN: No, not handling characteristics.  
24      I raised hell a couple of times myself when I ended up  
25      on the boat because it was so darn small and I am too

1 tall. And sometimes you got have no roof structure.  
2 But, I don't recall any complaints as to its  
3 characteristics, no.

4 LIEUTENANT COMMANDER HAMMOND: No complaints  
5 as to its stability or its safety?

6 MR. GLENN: Well, as I said before in answer  
7 to a prior question, if the windage was such that it  
8 was deemed to be inappropriate to have that boat out  
9 there, then or at least on one occasion this year and  
10 perhaps more in past years, either I was told to and/or  
11 I decided to go out there myself on a heavier boat with  
12 heavier engines.

13 LIEUTENANT COMMANDER HAMMOND: All right,  
14 thank you.

15 MR. TURRELL: Ed?

16 MR. NARIZZANO: I have nothing else.

17 MR. TURRELL: Okay. That will conclude the  
18 interview. Captain Glenn, if you would just, once  
19 again, acknowledge that it is being recorded.

20 MR. GLENN: Sure.

21 MR. TURRELL: Thank you.

22 (Whereupon, the interview was concluded.)